completion during 2005-06 and the remaining section willl be completed inthe coming years as per availability of resources

Effect on rail network due to climatic change

1943, SHRI PRAMOD MAHJAN: Will the Minister RAILWAYS be pleased to stale:

(a) whether climatic changes over the next 30to50 years would affect the rail nerwork in the country;

(b) whether sea between Kochi and Mumbai is rising funs increasing the repair and maintenance cost of (he rail project;

(c) if so the details there: and

(d) Governments' plans to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R VELU):(a)to(d)Normallyi matic changes over the subcontiment in the scale of 30 to 50 years are not likely' to effect t3.he rail nerwork. to any signficant level There have been no variations obrseved in repair and *maintenance costs of rail projects which can be related to any chage in* sea level on westem coast Some recntly reported studies have predicted that temperiures could rise by 3 to 4'Celsius, sea level ciould rise in seuthem pemisuler india and monsoonl rains could withess 10 to 30% increcase by end of 21st century Howeever these studies are indicative only
at this stage. Constution and maintenance practices will adapt to the situations arising over the time.

Japanese loan for dedicated fireight corridor project

1944. SHRI GIREESH KUMAR SANGHI;
DR.T.SUBBARAMI;

Willi (he Minister of RAILWAYS be pleased to state:

(a) whether japanese offer of a cheao loan to Railways much hyped dedicated freight corridor project has not been seriousty cinsudered by Railways;

(b) whether loan was offered at aninterest rate of 0.45 per cent but with a condition that Railways would source 30per cent of equipment repuired from Japan: